



Public Meeting

August 13, 2019

P 0025(85)115, P 0028(44)316, PH 0025(91)131

Kingsbury & Clark County, PCN 04XC, 064U, 05WG

SD Highway 25 From N of De Smet to 0.3 miles N of

the N Jct of SD Highway 28

Grading, Structure, and Interim Surfacing

Public Meeting Information @

<http://sddot.com/dot/publicmeetings/default.aspx>



The South Dakota Department of Transportation provides services without regard to race, color, gender, religion, national origin, age or disability, according to the provisions contained in SDCL 20-13, Title VI of the Civil Rights Act of 1964, the Rehabilitation Act of 1973, as amended, the Americans With Disabilities Act of 1990 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994.

Any person who has questions concerning this policy or who believes they have been discriminated against should contact the Department's Civil Rights Office at 605-773-3540.

Public Meeting

SD Highway 25 / SD Highway 28
From North of De Smet to 0.3 miles North of
the North Junction of SD Highway 28

Kingsbury & Clark Counties

P 0025(85)115 PCN 04XC
P 0028(44)316 PCN 064U
PH 0025(91)131 PCN 05WG

Waylon Blasius, PE
Banner Associates, Inc.
Project Engineer

August 13, 2019

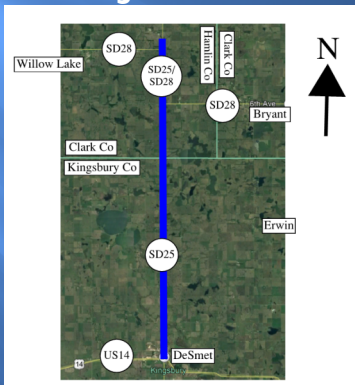


Purpose of the Meeting

- **Involve the public in the planning and design process**
- **Provide a Project Overview**
 - Background Information
 - Proposed Project
 - Project Schedule
- **Gather Input and Comments**



Project Limits



Background Information

SD Highway 25

- Grading and Surfacing in 1954
- Resurfaced in 1972
- Resurfaced in 1990
- Milled and Resurfaced in 2010

SD Highway 28

- Grading and Surfacing in 1955
- Resurfaced in 1994
- Resurfaced in 2014



Traffic

SD Highway 25

- **2016 Average Daily Traffic (ADT) = 1354**
- **2036 Projected ADT = 1573**
- **22.4% Average Truck Traffic**

SD Highway 28

- **2016 Average Daily Traffic (ADT) = 923**
- **2036 Projected ADT = 1269**
- **12.0% Average Truck Traffic**



Crash History

SD Highway 25

- **5 Year Period from 2012 to 2016**
 - 64 Reported Crashes
 - 53 Animal Hit
 - 9 Other
 - 0 Fatalities
 - 5 Injuries
 - Reported Crash Rate = 2.28

SD Highway 28

- **5 Year Period from 2012 to 2016**
 - 10 Reported Crashes
 - 8 Animal Hit
 - 2 Other
 - 0 Fatalities
 - 1 Injury
 - Reported Crash Rate = 2.60

Rural Principal Arterial

- Statewide Weighted Crash Rate = 1.69
crashes per million vehicle miles of travel



Highway Deficiencies

- Vertical Curves
- Narrow Shoulders – 3 feet
- Pipe Culverts
- Box Culverts

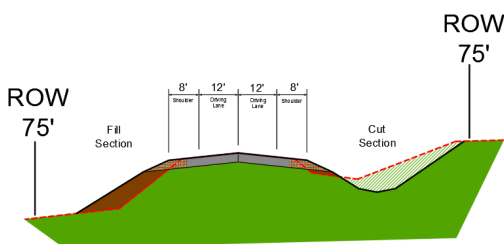


Proposed Improvements

- Regrade vertical profile of roadway
- Construct 2 – 12 foot lanes with 8 foot shoulders
- Replace pipe culverts and box culverts
- Add left turn lane at the North SD 28 intersection



SD 25 & SD 28 Typical Grading Section



Access Management

- To provide safe, efficient access to streets and highways
- Limit number of direct accesses to major roadways

See Handout



Right of Way (ROW)

- Existing Width - 150 feet
- Proposed to remain 150 feet
- Temporary Easements as needed for construction

See Handout



Encroachments

- **Encroachments - Private Property Located Within the Public ROW**
 - Federal Highway Regulations
 - Safety
- **Examples of Encroachments**
 - Signs
 - Private Use (Parking)
 - Landscaping Items
- **DOT Completed Survey – No Encroachments Found**

See Handout



Utility Coordination

- Some Utilities may need to be relocated
- Utility Companies may negotiate easements with landowners as needed

Mediacom
City of De Smet
Interstate Telecommunications Coop.
Kingsbury Electric Coop.
Kingbrook Rural Water
Northern Natural Gas

Century Link
SDN Communications
Clark County
Mundhenke Farms
Northwestern Energy
Ottetail Power Co.

See Handout



Utility Coordination

- Any Known Private Utilities?
 - Waterlines
 - Drainfields
 - Septic Tanks
 - Underground Storage Tanks
 - Underground Power Lines
 - Drain Tiles or Encasement Pipes
- Contact SDDOT

See Handout



Environmental, Social & Economic Concerns

- This project is being developed in accordance with applicable State and Federal environmental regulations.
- In accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, coordination has been initiated with State & Federal resource agencies.

See Handout



Environmental, Social & Economic Concerns

- A cultural resources survey will be conducted.
- The project is being reviewed to determine:
 - Wetland impacts
 - Section 4(f) – Parks & Refuges
 - Section 106 – Historic Properties & Tribal

See Handout



Environmental, Social & Economic Concerns

Threatened & Endangered Species

The U.S. Fish & Wildlife Service will review the project to determine if it will impact the following species that are known to occur in Kingsbury & Clark County:

- Birds: Whooping Crane, Rufa Red Knot, Piping Plover
- Mammals: Northern Long-Eared Bat
- Fish: Topeka Shiners
- Insects: Poweshiek Skipperling

Awaiting a final determination but at this time no impacts are anticipated to these species by the project.



See Handout



Construction Traffic Control

- Local traffic and emergency vehicle access will be maintained
- Through traffic will be detoured to alternate routes



Landowner Meetings

- **Spring 2020**
 - Will be contacted by Banner Associates Inc. to schedule appointment
- **Held with individual landowners adjacent to the project**
 - Driveway location / widths
 - Fence
 - Drainage
 - Trees
 - Temporary Easements

See Handout



Tentative Project Schedule

Dependent on Federal Funding

Landowner Meetings	Spring 2020
Final Design	2020
ROW Appraisal Negotiations	2021
Construction	2023
Estimated Cost:	\$13.3 million



Public Meeting Survey

- How did we do?
- Please fill out survey and turn back into one of our DOT staff tonight
- Survey can also be completed online at the site shown on the survey

Survey Monkey @
<https://www.surveymonkey.com/r/SDDOT-Public-Meeting-Survey>



Questions or Comments

Please Submit Questions or Comments by
August 27, 2019 to:

Waylon Blasius
Banner Associates, Inc.
409 22nd Ave. S
Brookings, SD 57006
waylonb@bannerassociates.com

Public Meeting Information @
<http://sddot.com/dot/publicmeetings/default.aspx>





Access Management

South Dakota's Commitment to Safety
and Smart Investment Decisions in
Transportation

What is Access Management?

Access Management is the process of providing highway entrances only at locations where they can be provided safely and efficiently.

Consider that each access point added to an undivided highway in an urban or suburban area increases the annual accident rate by 11 to 18 percent on that highway segment. In rural areas, each added access point increases the annual accident rate by 7 percent. Overall, driveway-access accidents alone cost South Dakota approximately \$36.5 million each year.

Each additional access point also contributes to congestion. The more driveways on a street the more places where people are slowing, changing lanes and turning. A five-lane street can quickly become a parking lot when there are many driveways in each block. When that happens, our valuable transportation investments are wasted and access to adjacent businesses is restricted.

Controlled access facilities are segments of highway where either no access or only limited access to the highway is allowed. Interstate highways are an example of controlled access facilities where no access to the highway is allowed.

Good access depends on the following:

- Limiting the number of conflict points (places where there is a potential for crashes)
- Separating conflict areas
- Reducing interference with through traffic
- Providing good on-site circulation and storage
- Properly spaced traffic signals

How does Access Management affect businesses?

Studies have shown that access management can provide three benefits to businesses adjacent to highways:

- Making sure that drivers can get in and out of businesses without being blocked by other traffic
- Making the highway more attractive by reducing congestion
- Extending the business' effective service area by reducing travel times

These benefits come not from having many driveways, but by having well-planned, well-located, high-capacity access points on the highway.

Even skeptical business owners have found that proper access management results in an improved business climate, as customers can easily get in and out of their business establishment.

For more information on Access Management, contact:

Brooke White, SDDOT Access Management Engineer, 5316 W. 60th St. N, Sioux Falls, SD 57107; Phone: 605-367-4970 Ext. 1802120; E-Mail: Brooke.White@state.sd.us



Right of Way Information

Individual Landowner Meetings: During the early stages of the project's design, SDDOT will schedule a meeting with individual landowners having property adjacent to the project. See the following page for an explanation of the landowner meeting.

Property Acquisition Offer: After the project construction plans have been prepared and the right of way limits have been established, you may be contacted by an appraiser or negotiations agent to visit with you for that portion of your property that is needed for construction of the project. Your property will be valued and a written offer presented to you by a negotiating agent who will contact you for an appointment to make the written offer.

Relocation Assistance Program: This program provides a variety of services and payments to owners and tenants who have personal property affected by the right of way being acquired for the project.

Relocation payments are in addition to payments made for the real property being acquired. To preserve your eligibility for payments, do not move property until you have received a written relocation offer or have contacted John Keyes of the SDDOT Right of Way Program in Pierre. His phone number is 605-773-3746. Anyone not satisfied with the relocation offer made to them may appeal using the procedures described in the Relocation Brochure.

The landowner may be reimbursed for various fair and reasonable incidental expenses that may be incurred during the transfer of property to the State depending on impacts to personal property and qualifications.

Right of Way Information Brochures: Two brochures "Better Roads Brochure" and "Relocation Assistance Brochure" have been prepared which explain the SDDOT's Right of Way process. They provide information on your rights regarding the acquisition of your property and the benefits available to you with regard to the Relocation Assistance Program. These brochures are available at this meeting on the "Sign-in" table. Please feel free to take a copy of each with you. These brochures are available at the following SDDOT website:
<http://www.sddot.com/resources/Brochures/>



Individual Landowner Meetings

The purpose of this meeting is to provide you with an opportunity to comment on various issues pertaining to the design of this highway project as it relates to your property.

The following topics will be discussed at the meetings. Please note that not all topics will apply to every property owner.

1. Permanent purchase and/or temporary use of your property.
2. Locations and widths of entrances to your property: The standard South Dakota Department of Transportation (SDDOT) entrance-width for rural highways is 24 feet. Note: In general, existing entrance widths along rural State Highways are 24 feet or smaller. A maximum width of 40 feet is allowed at locations where it is deemed appropriate and necessary. Entrances in urban areas can vary from 16 feet to 40 feet.

The goal of the SDDOT is to provide property owners located adjacent to the project with the access they need, and at the same time, enhance highway safety and reduce project costs. In some instances, the SDDOT may seek to combine duplicate entrances. For example, if your property has two or three entrances to the same property that are located close to each other, we would ask you to assess your current entrance needs and consider one entrance location that will meet those needs.

3. Permanent fencing adjacent to the highway: SDDOT's fencing policy allows for the replacement of all disturbed fence with like-kind fence.

Two fence types are typically installed: **Type 2:** 4-strand barbed wire with 8-inch wire spacing, and **Type 6:** 32-inch woven wire with 1 strand of barbed wire on the bottom and 2 strands of barbed wire on the top. Page 12 of the "Better Roads Brochure" contains added discussion of your permanent fencing options. This brochure will be available at the meeting.

4. Temporary fencing adjacent to the highway: Do you anticipate having livestock in pastures located adjacent to the proposed project during highway construction activities?
5. Are you aware of any waterlines, drainfields, septic tanks, underground storage tanks, underground power lines, etc. that are located adjacent to the project and may be impacted by construction activities?
6. Are there any highway-related drainage or flooding problems located along your property or elsewhere along this section of highway?
7. Possible sites for gravel and additional fill material: Are you aware of potential material available for construction that might be located adjacent to the highway?
8. Temporary access during construction activities.

Please review your property and be prepared to discuss the above issues, as well as any other issues that you feel are unique to your property. No offers to acquire property will be made at these meetings since revisions to the plans may occur from your input.



Encroachments in ROW

Federal Regulations (CFR 23.1) require that the State Highway Department (SD DOT) shall be responsible for preserving such ROW free of all public and private installation, facilities, and encroachments.

No improvements shall be allowed to remain in the ROW unless they are deemed in the best interest of the public and will not impair the highway or interfere with the free and safe flow of traffic.

Encroachments are any private property or improvement in the public ROW that is not approved by permit such as:

- Landscaping Items
- Fence
- Signs
- Buildings
- Etc.

SD DOT Staff will survey the project limits to identify all encroachments. Prior to the project being let to contract, landowners will be contacted by the SD DOT or City Government regarding how each encroachment will be addressed or handled. If it is determined that the removal of an encroachment is required, it will be the landowner's responsibility to remove the encroachment.

➤ For additional information please contact:

Brad Letcher, Area Engineer
SDDOT Huron Area Office
PO Box 940
Huron, SD 57350-0940
Phone: 605-353-7140; E-Mail: Brad.Letcher@state.sd.us



Environmental, Social & Economic Impacts and Advanced Utility Coordination

Environmental, Social & Economic Impacts

- Project will comply with all state and federal environmental regulations
- No splitting of neighborhoods will occur as a result of this project
- Project will be coordinated with the following state and federal agencies:
 - SD Dept. of Environment & Natural Resources
 - SD Dept. of Game, Fish & Parks
 - US Fish & Wildlife Service
 - State Historic Preservation Office
- For additional information, please contact :

Joanne Hight, Engineer Supervisor
SDDOT Project Development Office
700 E. Broadway Ave.
Pierre SD 57501
Phone: 605-773-3721; E-Mail: Joanne.Hight@state.sd.us

Advanced Utility Coordination

- Highway projects may require adjustments or relocation of existing utilities located along or crossing the highway project. The SDDOT has an "Advanced Utility Coordinating Process" in place that addresses all existing utility involvement. This process involves meeting with the utility owner and project designers to **review** any conflicts and determine the most cost effective option of changing the design to avoid the existing utility or adjusting the utility. If the utility is required to relocate, all replacement utility easement acquisition and relocation work will be addressed and coordinated between the landowner and the utility company.
- For additional information please contact:

Kyle McKeever, Utility Coordinator
SDDOT Road Design Office
700 E. Broadway Ave.
Pierre, SD 57501
Phone 605-773-3433; E-Mail: Kyle.McKeever@state.sd.us



Wetland Mitigation Registry Form

Federal regulations require that unavoidable wetland impacts caused by highway construction be mitigated. Examples of acceptable wetland mitigation include 1) wetland creation; 2) wetland restoration – plugging an existing, drained wetland; or, 3) by wetland enhancement - adding buffer around an existing wetland.

The South Dakota Department of Transportation (SDDOT) may participate in the cost of wetland creation/restoration/enhancement, if the wetland can be used to mitigate wetland impacts caused by highway construction.

If you are interested in creating, restoring, or enhancing wetlands on your property, please complete the attached form and mail to: Joanne Hight, Engineering Supervisor SDDOT, and 700 E. Broadway Ave., Pierre, SD 57501. Your name will be added to the SDDOT Wetland Mitigation Registry and a SDDOT representative will contact you with additional information.

Yes, I am interested in assisting the SDDOT to mitigate wetland impacts by creating or restoring wetlands on my property.

Name: _____

Address: _____

Phone #: _____ **Email:** _____

Legal Description of property: _____ **1/4 of Section** _____

Township _____, **Range** _____, **County** _____

Please note: Completion of this form does not commit either you or the SDDOT to a mitigation project. It is a statement of intent only.

